

201 Mission Street, Ste. 1650

Mr. Wayne Yoshioka, 12 JULY 2010
Dept. of Transportation Services,
City and County of Honolulu,
650 S.King Street, 3rd floor,
Honolulu, HI 96813

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DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION SERVICES

Dear Mr. Yoshida:

I have a few questions after seeing the EIS ad in the Honolulu Star-Advertiser.

Why are there 3 rail stops between Aloha Tower and Ala Moana Shopping Center?

I thought the federal security didn't want the rail to pass the Federal Bldg on Ala Moana Blvd?

Why does the rail have to go all the way to Ala Moana Shopping Center when it already passes Pearl Ridge Shopping with Macy, Sears, Shirokiya, restaurants, and etc.?

Is it going to upset the traffic going to the Kakaako and the Ala Moana Beach Park area for surfing, swimming, sunbathing activities, not to mention the Ward Warehouse and Ala Moana shopping, and McCoy use.

Governor Lingle was upset about the rail being in the air on a free standing track and wants it partly on the ground which would tie a lot of traffic along the way.

She also wanted a flyover from Nimitz (Keehi Interchange) to Iwilei. I think it's a good idea, only keep the two story freeway all the way to the Aloha Tower and turn the Hawaiian Electric

terminal into the main rail terminal and where the freeway ends and the down ramp feeds straight into Moana Blvd helping people working the Ala Moana and Waikiki Area.

If the two story freeway connects from Keehi to Aloha tower, the rail tracks can run along side from Kapolei on the H 1 all the way to the Aloha Tower cantilevered or supported next to it. The the track running from Kapolei to Aloha Tower on the makai side of the freeway and the Aloha Tower track to Kapolei on the Mauka side. This would be good to help with traffic at the stadium doing the football season with a stop at the mauka side to the stadium.

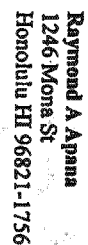
With the tracks following the freeway, the businesses at Aolele and Ualena don't have to not to mention businesses and private to be condemned at alot of cost, not to mention moving runway #4 at the airport.

Of course part of Nimitz would be involved and an off ramp at Waiakamilo for the Young Bros shippers, Costco, Home Depot, Best Buy and pretty soon Loews. Sand Island off ramp helps H1 to continue, Sand Island, and Dillingham. Nothing is more ugly and costly than a free standing.

Talk about cost, why must the stations be so elaborate? Unisex restrooms were already mentioned. Why not platfroms with railing same height of the tracks? The stairs or escalator or elevators could go to a waiting room below the platform to shield from the wind, rain and sun. When the rail is coming that is showing on the tv below, just go up to the platform.

The displaced Hawn Electic facility should be moved to the back end if Kalihi Valley to generate enough power for East Oahu to Waikik to Kaimuki to Manoa to downtown to airport. Let Waiau and Kahei take care of the windward, northshore, Waianae coast, and West Oahu.

*Sincerely,
Damon A. Apao*



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